IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently amended): A method for displaying flight information, comprising:

displaying a first characteristic sign illustrating a speed vector of an aircraft;

determining a first longitudinal margin of maneuver of the aircraft as a load factor; and

displaying a second characteristic sign such that a position of the second characteristic sign relative to the first characteristic sign illustrates the first longitudinal margin of maneuver, wherein a distance between the first characteristic sign and the second characteristic sign is proportional to the first longitudinal margin of maneuver.

Claim 2 (Original): The method of Claim 1, wherein the first characteristic sign and the second characteristic sign are displayed in a heads-up display viewfinder.

Claim 3 (Original): The method of Claim 1, wherein the first longitudinal margin of maneuver is related to one of a pitch-up maneuver and a pitch-down maneuver of the aircraft.

Claim 4 (Original): The method of Claim 1, further comprising:

determining a second longitudinal margin of maneuver of the aircraft as a load factor, wherein the first longitudinal margin of maneuver is related to a pitch-up maneuver of the aircraft, and the second longitudinal margin of maneuver is related to a pitch-down maneuver of the aircraft; and

displaying an additional second characteristic sign such that a position of the additional second characteristic sign relative to the first characteristic sign illustrates the second longitudinal margin of maneuver.

Claim 5 (Currently amended): The method of Claim 4, wherein[[,]]

a distance between the first characteristic sign and the second characteristic sign is proportional to the first longitudinal margin of maneuver, and

a distance between the first characteristic sign and the additional second characteristic sign is proportional to the second longitudinal margin of maneuver.

Claim 6 (Original): The method of Claim 1, wherein the second characteristic sign is displayed only when the determined first longitudinal margin of maneuver is less than a predetermined value.

Claim 7 (Original): The method of Claim 1, wherein the first longitudinal margin of maneuver is determined by selecting the smaller of a first load factor margin and a second margin.

Claim 8 (Currently amended): The method of Claim 7, wherein[[,]]:

the second margin corresponds to an angle of incidence margin, and

the angle of incidence margin is calculated from the following expression:

$$\Delta\alpha = 1 - [(Nz / \Delta Nmax) * ((\alpha max - \alpha)/(\alpha-\alpha 0))],$$

wherein $\Delta\alpha$ is the angle of incidence margin, Nz is a load factor, $\Delta Nmax$ is a maximum value of margin of maneuver depicted, α is a angle of incidence, αmax is a maximum angle of incidence, and $\alpha 0$ is a zero lift angle of incidence.

Claim 9 (Currently amended): The method of Claim 7, wherein[[,]]:

the second margin corresponds to a speed margin, and

the speed margin is calculated from the following expression:

$$\Delta V = 1 - [(Nz + Kp(Vmax - V) - Kd(dV/dt))/ \Delta Nmax],$$

wherein ΔV is the speed margin, Nz is a load factor, $\Delta Nmax$ is a maximum value of margin

of maneuver depicted, V is ~~the~~ a speed of the aircraft, Vmax is a maximum speed of the

aircraft, (dV/dt) is a derivative with respect to time of the speed V, and Kp and Kd are

predetermined parameters.

Claim 10 (Currently amended): A method for displaying flight information,
comprising:

providing a heads-up display in an aircraft;

displaying a speed vector of the aircraft on the heads-up display;

determining a margin of maneuver of the aircraft based on ~~at least one of~~ a speed of

the aircraft in a pitch-down maneuver and based on an angle of incidence of the aircraft in a

pitch-up maneuver; and

displaying the margin of maneuver concurrently with the speed vector on the heads-

up display.

Claim 11 (Original): The method of Claim 10, wherein the margin of maneuver is

determined as a load factor.

Claim 12 (Canceled)

Claim 13 (Currently amended): The method of Claim 10, wherein[[,]]:

the speed vector of the aircraft is indicated by a first characteristic sign on the heads-up display, and

the margin of maneuver is indicated by a second characteristic sign on the heads-up display.

Claim 14 (Original): The method of Claim 13, wherein a distance between the first characteristic sign and the second characteristic sign is proportional to the determined margin of maneuver.

Claim 15 (Original): The method of Claim 13, wherein the second characteristic sign is displayed only when the determined margin of maneuver is less than a predetermined value.